NEW YORK, WEDNESDAY, JUNE 16, 1880.

200 MILES OFF SANDY HOOK. The Anchoria Badly Broken into by the National Line Steamship The Queen-A Few Moments of Wild Confusion, and then a Safe Transfer of the Passengers-Excellent

Discipline in One Vessel and very Poor in the Other-The Narratives of Passengers. The Anchor Line steamship Anchoria salled from Pier 20, North River, at 8 o'clock on Baturday morning with 180 passengers and a full cargo. It was too early for many to be on the pier except the friends of those on board, and as she steamed into the stream the last words of farewell were shouted by those on the pier, and handkerchiefs were waved by those on the vessel. The news of the disaster on the Bound the night before had not reached the city, and the passengers on board the stout vessel had no fears of danger. The steam-ship went down the bay slowly, and a ort stop was made at Sandy Hook for high water. At 11 o'clock she crossed the bar, and her voyage was begun. Gradually her speed was increased, and the passengers began to arrange their staterooms to enjoy as much comfort as possible. In the night the steam-ship had hazy weather, with an occasional light up. Fog horns were heard at intervals from sailing vessels that were passed the next morning, but, relying upon the steam-steering apparatus, full speed was kept up and the vessels were passed without accident. On Sunday morning the passengers gathered in the cabin for religious services. The Rev. Asa Bullard of Cambridgeport, Mass., preached. After service lunch was prepared, and while some of the cabin passengers were at the table others were preparing for another service in the afternoon. The vessel was surrounded by a dense fog bank, and the hoarse roar of the fog whistle mingled with the click of the glasses.

Blowly another hoase roar came from a dis-

tance, and more than one passenger listened

attentively. Several gentlemen who were walking up and down the dock tried to peer through the fog, but nothing but the floating vapor could be seen. Another hourse roar, and quickly another. An answering roar was sent from the Anchoric. Capt. John Hedderwick hurried from the chart room to the bridge. First Officer A. G. Allan and Third Officer Alexander Haig were there, and two seamen were on the look-out forward. "Steamship's whistle on the starboard bow" had been reported to the Captain, and, as he buttoned his coat more closely about him, after giving orders to the officers, he listened for another signal. Another came, and loomed up on the starboard side. The signal to reverse the engine was sent to the engineer. but the black bows grashed into the black side of e Anchoria. "The Queen" were the words on the bows of the approaching steamship before she struck the Anchoria, but a few minutes afterward her bows were a mass of jagged iron and wood. The Anchoria was jarred from stem to stern. The heavy plates of iron on the starboard rail of the Anchoria were broken as though they were paper, and the main deck planks and beams were knocked aside and plintered ten feet from the rail. The heavy planks of the second deck were not so easily srushed, but the iron plates from the main deek to about two feet under the water line were stove in as easily as the top plates. The starboard rigging of the foremast was carried away, and the starboard end of the bridge was knocked down. Water began to pour into the breach in the starboard end of the bridge was knocked down. Water began to pour into the breach in the starboard end of the bridge was knocked down. Water began to pour into the breach in the gide of the Anchoria, and by the time The Oteen had backed off into the fore again preparations were begun for saving the passengers.

"All on deck," Capt. Hedderwick shouted at the head of the companionway. But the order was lardly necessary, for at the first sound of the crash the passengers had jumped to their feet and rushed toward the stairs. The rush of water into the hold was planly heard for only an instant. The bows sank about five feet, and it was feared that the steamship would go down head first. But the watertight bulkhead forward withstood the pressure. Nevertheless it was leared that it would give way, and even Capt. Hedderwick feared that his vessel would ge down before the passengers could be saved. But some cool-headed passengers told the hurrying, excited throng that there was plenty of, time, and in a few minutes the order, "Lower the lifeboats." was given by Capt. Hedderwick. The pumps were started, and as the steamship sank no lower confidence was restored, and the passengers huddled under the loe of the houses waiting for the first boat to be lowered. Capt. Hedderwick stood at the rail and gave orders that the ladies should get into the boats before they were lowered, and if any men should get in before the idles do," he said. The boats were lowered quickly, and the ladies remained quicily on the seats. An officer was featached to each boat, and in less than an hour, the Captain said, all the passengers had quit the Anchoria.

In the mean time the officers of the steamship grushed, but the iron plates from the main deck to about two feet under the water line were stove

the Anchoria.

In the mean time the officers of the steamship The Queen had not been idle, and, as they thought that the Anchoria was in more danger of sinking than their vessel, the beats were lowered and sent to the rescue of the Anchoria's passengers. Many trips were made between the steamships. Fortunately there was very little sea on.

THE BETURN TO NEW YORK.

very little sea on.

After the passengers were transferred Cap', Hedderwick went to the other steamship and had a consultation with Capt, Williams. It was decided to make an effort to save the Anchoria, and at about 6 o'clock on Sunday evening both ressels were headed for New York. They were 198 miles off Sandy Hook in latitude 40° 42′ longitude 67° 30′. Sandy Hook was sighted rosterday morning. The steamship The Queen grossed the bar first, and brought the news of the collision. The Anchoria waited cutside antil noon, and crossed the bar at high water. Many persons were waiting on Pier 20 for her strival, and before a hawser was passed to the big spile at the end of the pier some of her passengers were waiting under the shed for an opportunity to board her and get their heavy baggars. Piffing little tugs got under the stern of the steamship and bushed her into her slip. The throbbing of a bligo pump was louder than the surrounding noises, and from two outlets in her starboard side two big streams of water were thrown out, dashing against the pier. Through the big breach in her side the supplied of the line flowed in and but of the lois the casks and thus were seen floating about and striking against the bulkheals inside. The white-capped head of a cook protruded through an opening in a partition in the second deek, and he evidently enjoyed being the observed of all observers, for he was dangerously near to a bent and overhanging strip of iron plating. At 18 o'clock the lines were made fast and a gang plank was showed from the pier. One of the first to come on shore was Pilot Grieve of the pilot beat Francis Perkins. No. 13. He met the steamship off Sandy Hook at 20 clock yester-day morning. Walking at his side was a medium-sized man, with long black whiskers, wearing a long ulster and a water-proof-covered hat. As he passed a group of passengers near a pilo of bags a lady stepped (forward quickly and taking his hand, said smiling: 'I'm glad you're safe, Captain.'' Capt. Hedderwick hanked ter, and allayed some

CAPT. HEDDERWICE'S STORY.

Late in the afternoon Capt. Hedderwick was found sipping a bowl of soup in the cabin of the Anchoria. "Take a seat, sir, and I'll talk while I cat." was his invitation. "I had just finished taking some lunch in the chart room under the wheel house, when 'Steamship's whistle on the starboard bow was reported to me. I was on the bridge in an instant, and I look what I considered proper measures to avoid a collision, but unhapply in vain. The steamship was on us in an instant, making a great breach in our side, It was in a minute after I first saw her, but before the collision the engines were reversed. Two officers, that are slways there in forgry weather, and myself were on the bridge, and two men were on the lookout forward. I do not think that after sighting The Queen there was any hope of preventing a collision. All we could do was to back. She struck us twenty feet abaft the foremant, making a very large gap, and the water flowed into two compartments. The most damage is in one compartment. The most damage is in one compartment may have been started by the collision. The sluices were not open. Although there was a first considerable consternation among the passengers, they soon calmed down on the assurance that there was no need of burrying in leaving the shin. But sonsidering the enture of the dam-CAPT, HEDDERWICK'S STORY.

TWO OCEAN STRAMSHIPS IN COLLISION

age I gave orders to clear away the boats, and with the aid of the passengers they were out very quickly. I superintended one side and saw that the ladies were the first to be sent away.

"The boats were safely lowered and the passengers were all in them. By that time the boats from the other steamship began to reach us, and the officers suggested that some of the passengers be taken into the boats, which I gladly consented should be done, thereby reserving some of our boats to be used in transferring baggage. I don't know how many trips any of the boats made, but some of them made several. The vessels were about a quarter of a mile apart. The fog cleared up a little when we were transferring the passengers, and after they were all safely on board. The Queen I boarded her, considering my ship in danger. After consulting with Capt. Williams it was agreed or arranged that I should proceed back to New York and that he would keep me close company. We started, and during that right it was very dirty, with much lightning, some rain, and an increasing southerly wind, and a few hours' fog on Monday morning. We arrived off Sandy Hook this morning, and began to trim the ship so that we could go over the bar. I should have said before that soon after the accident we threw overboard some of the carko forward. We crossed the bar at noon, and you can say that Pilot Grieve has brought in a vessel drawing more water than any ship that ever entered this port before. My vessel was drawing twentynine feet forward and twenty-four aft. The damage done was very great, and may take three or four weeks to repair; but as yet we don't know the extent. And now here we are, after a very happy and providential—whatever you like."

What is the size of the breach?

**It's about ten feet in depth, ten feet in width, and, I should think, about twenty feet in height."

AN UNDISCIPLINED CREW.

AN UNDISCIPLINED CREW.

Among the passengers who returned to the Anchoria to get their baggage were the Rev. Asa Bullard, Mr. Richard T. Booth, the temperance lecturer, of Malden, Mass.; Mr. Thomas J. Day of Guelph, Ontario, and Mr. George Watt of Brantford, Ontario, The Rev. Mr. Bullard said that there was more excitement among the crew than there was more prince, and that the crew had no discipline. Mr. Booth said: The men on this ship, as a whole, did not behave well. The officers were all right. You can say with truth that there was perfect coolness among the passengers. Third Officer Knight was the first one to help any of our passengers, and he took away fifty-two in his boat, Yes, sir, I did see some drinking by the crew, but that was while they were transferring us to the other steamship. I suppose some passengers gave them liquor. I was with the Captain when he shouted 'All on deck,' and I heard him say, 'We'll have to go down,' and after that I helped several ladies into a boat along-side."

First Officer Allan said the course of the

a screw propeller, worked by compound engines. She is divided into eight water-tight engines. She is divided into eight water-tight compartments. On this voyage she carried 26 passengers in her saloon and 170 in the steerage. Her crew numbered 97 all told, of whom about 30 ware able-hodled seamen. She left London a week ago last Wednesday, and Dover at 2:40 P. M. on June 3. She had fair weather all the way until she got into the dense fog about 1 P. M. last Sunday. The weather was calm and the sea smooth, but the fog was very dense. Although her officers refuse to give any official account of the cellision, the evidence of passengers and others agrees that the vessel was sailing cautiously, and blowing her whistles frequently, when the whistles of the Anchoria were heard. Suddenly the huge form of the Anchoria loomed through the mist, and then the two vessels came together, carrying away about thirty feet of the Anchoria's bow from the main deck considerably below the water line. The massive iron plates of The Queen were bent and twisted like so much paper. The strong angle iron stanchons that stayed the plates were pushed aside, and a great hole made beneath the water line sufficiently large to admit the passage of a good sized rowboat, and instantly filling the forward compartment with water. The forward part of the forecastle, where the crew sleet, was a complete wreck. One of the crew sleet, was a complete wreck. One of the crew sleet, was a complete wreck. One of the strand of the crew sleet, was a complete wreck. One of the crew sleet, was a complete wreck. One of the strand of the crew sleet, was a formation way and say wat a glance that the great iron partition was unipjured, and the Captain at once concluded that the vessel could float in safety with her seven unipjured compartments. No time was a bas in ordering the boats to be lowered, and the evidence is conclusive that in less than five minutes the first boats to the first boats of the Anchoria and the Captain around so that she scrand the slide of the Anchoria's made of the passengers of the Anchoria's passengers of the Anchoria's compartments. On this voyage she carried 26 passengers in her saloon and 170 in the steer-

THE REV. DR. BURROWS'S STORY.

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The Rev. Dr. J. L. Burrows of Louisville, Ky., a passenger on the Anchoria, said:

"At the moment of the shock I was walking in one of the corridors of the Anchoria's cabin. I was staggered by the shock, but I thought little of the matter. I was surprised to see the passengers, most of whom were at the table lunching, rise from their seats and rush up on deck. I followed them thither, and found that both officers and crew seemed to be in a panic. They knew the extent of the damage better than the passengers, and seemed to be more frightened. I was on deck within a minute after the shock. I saw the Captain and another officer on the bridge. He soon disappeared, and I suppose he went down below to see the amount of the damage. As it seemed to me, coming up on deck into the dense fog, both vessels were headed in the same general direction. I could see the great hole in the bow of the other vessel as she backed off into the fog. We had been struck on our right side. How this happened THE REV. DR. BURROWS'S STORY.

way and the other the opposite way I leave to be explained by those better verwed in season of the sexplained by those better verwed in season of the ship than I am. Our boats were restanced in the shough it had been intended that they were never to be lowered. I am told that the Anchoria had a crow of new men, who had not been to be lowered. I am told that the Anchoria had a crow of new men, who had not been to know their positions, it was not the anchor in the object of the Anchoria part of the Anchoria and been lowered. I heard the whiteless of The Learn of the Anchoria had been lowered. I heard the whiteless of the Anchoria had been lowered. I heard the whiteless of the Anchoria had been lowered. I heard the whiteless of the Anchoria and had kept near her until displaced. I was not the ladies shrieked, but all the excliment was over in a few minutes. I was so the collision, at the rate of twelve a different provided. The company will furnish accompany the collision, at the rate of twelve a different provided. The company will furnish accompany the collision, at the rate of twelve a different provided. The company will furnish accompany the collision, at the rate of twelve a different provided. The company will furnish accompany the collision, at the rate of the Anchoria heard the bar closed. Afterward he collision, at the rate of twelve a different provided in the ladies shringly the collision, at the rate of the Anchoria heard the bar closed. Afterward he collision, at the rate of the Anchoria heard he had all his offerent put the collision, at the rate of the Anchoria heard he had all his offerent put to the collision, at the rate of the Anchoria heard he had all his offerent put to the collision, at the rate of the Anchoria heard he had all his offerent put to the collision, at the rate of the Anchoria heard he had a supposed to the collision, at the rate of the Anchoria heard he had all his offerent put to the collision, at the rate of the Anchoria heard he had all his offerent put to the collision had

The offlors were all right. You can say with truth that there was perfect coolines among the passengers. Third Officer coolines among the passengers and right. You can say with truth that there was perfect coolines among the passengers in the coolines among the passengers in the coolines among the passengers and a cooling the cooling of the skulkers on the Anchoria of the passengers and a cooling the cooling of the skulkers on the Anchoria of the passengers and a cooling of the skulkers on the Anchoria of the passengers and a cooling of the skulkers on the Anchoria of the passengers and a cooling of the skulkers on the Anchoria of the passengers and a cooling of the skulkers on the other side of the vessel, which is the cartain in saying that the crew's behavior was suitestory, with the exception of one of the cartain in saying that the crew's behavior was suitestory. With the cartain in saying that the crew's behavior was suitestory with the exception of one of the cartain in saying that the crew's behavior was suitestory. With the cartain in a saying that the crew's behavior was suitestory with the exception of one of the cartain in saying that the crew's behavior was suitestory. Where it is the mother of this child? Herrich of the cartain in saying that the crew's behavior was suitestory. Where it is the mother of this child? Where it

A CLERGYMAN'S VERSION.

The Rev. D. K. Freeman said: "I was on the upper deck of the Anchoris, and I should say we struck within five minutes from the time we heard the alarm from the other vessel. The other was running about ten knots an hour. Suddenly she seemed to emergallike a great monster of the deep from the mist, and plunged into us with the switness of an arrow. The captain of The Queen said afterward that he expected both vessels would sink instantly, and that if there had ensued a storm of any violence both vessels must have been lost. The crew of the Anchoria did not seem to be under discipline."

that if there had ensued a storm of any violence both vessels must have been lost. The crew of the Anchoria did not seem to be under discipline."

The Rev. Mr. Marston, another of the ministerial party on the Anchoria, said: "I rushed on deck, and saw the other steamship veering off after the crash. Some of the passengers came running aft, screaming. At that time I did not know that there had been a serious collision, but supposed there had been a harmless coming of the boats together. Then came the panic. The crew of the Anchoria certainly were not under discipline."

Mr. N. T Smith of Cynthia, Rv., one of the party of twenty-four who were on their way to the Sabbath School Centennial with Toulee's excursion, said: "The first thing I saw after the collision was some of the crew of the Anchoria rushing to the boats to save themselves. I helped to get one boat off, and then went to a second boat, and there was not one of the crew there to help get the cover of the boat off. I went to a third boat, which was got off by passengers alone. Some of the Anchoria's crew did their duty nobly, but others behaved cowardly. I got off in the last bant that took any of the women. I would not say that the officers of the Anchoria did not dotheir duty, but they did not control all of their men.

Mr. Geo. Cutler, a passenger on the Anchoria, said: "The officers of the Anchoria were not to be seen. The crash of the sollision was severe as if the vessels were going at full speed. I think both the officers and crew were demoralized, and that the boats of the Anchoria were got out mainly by the passengers."

About three years ago the steamship The Queen was so unfortunate as to run ashore at Suaan Beach, but was got off by her Cautain and crew without assistance. Capt. Williams has been fourteen years at sea, and three years in command of the steamship. He was on the bridge with his first officer, Mr. Griffith, at the bridge with his first officer, Mr. Griffith, at the bridge with his first officer, Mr. Griffith, at the bridge with

bridge with his first officer, Mr. Griffith, at the time of the collision.

Miss Wright, an artist from London, who was on the steamship The Queen, said; It was so floggy you could not see sixty feet ahead of you. The log horns of our vossel were loud enough to drown our voices, when suddenly their counterpart came stealing over the water. Poerink into the mist, we saw the form of an advancing vessel. Tremendous confusion and wild excitement prevailed on board. The steerage bussengers acted like crazy people. Prayers and lamentations were heard on every side."

At the Company's Offices-Information Refused-Passengers' Narratives.

"I know nothing at all about the accident," said Mr. Hurst, the New York agent for the National line, as he entered his office, where half a dozen reporters were waiting for him.
yesterday afternoon. "I was not there, you
know. Of course I learned something from
hearsay, but what it was I propose to keep to myself for the present. The Captain of The Queen made a detailed statement of the occurrence, but I regard that as intended for my

rence, but I regard that as intended for my private information only. I am perfectly satisfied with it, and have no doubt that it is the correct version of the affair; but I have no intention of making it public at this time. What I shall do in the future I have not yet decided."

Mr. William McCann, another of The Queen's cabin passengers, described the collision. He said that he did not know where the blams rested, but he was satisfied that the Anchoris ran into The Queen. For a few seconds, he says, the excitement on board the latter steamship was terrible. A cry of fire arose among the steerage passengers, and a wild rush was made for the after part of the vessel. The engines were stopped at once, and an officer sent down into the fore hold to ascertain the amount of damage done. The water was pouring in rapidly, but the water-tight tanks with which the vessel was provided received it. Had the vessel been built after the old models, and without these tanks, she very soon must have filed. At the office of the Anchor line much reticance was preserved as to the cause of the ac-

THE PASSENGERS.

The following is a list of the Anchoria's cabin

phaseongers:

Miss Martha J. Matthy, Talimidge, Ohio.

Mrs. Mary J. Sevinour, Monson, Mass.

Miss Filla A. Winte, St. John. N. B.

Miss Annie S. Inch. Sockville, N. B.

Miss A. B.

Miss S. V. Beeson, St. Louis.

Miss Bella A. Winte, St. John. N. B.

Miss S. V. Beeson, St. Louis.

Miss Bella Eastman, Rochester.

The Right Bey, Hillory

Mrs. Fuller, Nissann,

Mrs. C. M. Chittise, Rochester.

Miss Hesta M. Hooker, Rochester.

Miss Hesta M. Hooker, Rochester.

Miss Hinder Carson, Eachester.

Miss Hinger Carson, Eachester.

Miss Hinger Carson, Eachester.

Miss Aidle F. Harris, New York.

Miss Aidle F. Allein, New York.

Miss Larrie J. Allein, New York.

Miss Hoerren, Berntsord, Ohl.

Mrs. Belevit Barrie, Phinadelphia.

Mrs. Review Rerrie and uniant, Philadelphia.

Mrs. Review Rerrie, Philadelphia.

Mrs. Review Rerrie, Phinadelphia.

Mrs. Evelyn R. Stetson, Brooklyn.

Mr. Hofson, W. Smith, Tarrytown.

Master J. Smith, Tarrytown.

Master J. Smith, Tarrytown.

Mr. Horsoc Y. Attwood, Middlehoro, Mass.

Mr. Hicharol P. Booth, Maiden, Mass.

Mr. Hicharol P. Booth, Maiden, Mass.

Mr. Els S. Benniold, Mondion,

Mr. Els S. Benniold, Mondion,

Mr. Els S. Benniold, Mondion,

Mr. John C. Adams, Banton.

Burgeon-General Carbill H. M. S. London, Eng.

Mr. John O'Doherty, Pittsburgh.

Mr. John O'Doherty and intant Pittsburgh.

Mr. John O'Doherty and intant.

Mr. L. W. McCiochen, Lou

ters on The Queen:
The Rev. J. Brinkworth.
Mrs. J. Haskins.
Mr. J. J. Hoskins.
Mrs. J. Hoskins.
Mrs. J. Hushes.
Mrs. J. The following is a list of the saloon passen gers on The Queen: Dr. W. G. Kingsbury,
Mr. Edwan A Look,
Mr. Willism McCann,
Mr. John Monk,
L. Miss A. Skerg,
Miss Clara Stubbs,
Master R. Stubbs,
Master R. Stubbs,
Miss C. Stubbs,
The Rev. Airred Sturge,
Mrs. Illi Sturge,
Miss M. Wright

On this vessel there were 170 steerage pas sengers.

INTO AN ICEBERG IN A FOG.

The Peril of the British War Ship Flamings on the Newfoundland Banks.

St. John's, N. F., June 15.-The British war frigate Fiamingo, which ran into an iceberg about ten miles from this port on Saturday morning, is now here, undergoing repairs. From accounts gathered from her officers, the Flamingo left this harbor two hours before the Flamingo left this harbor two hours before the accident. She was bound for the west coast, where she was to cruise in the Flaheries Protection Service. The weather was densely forzy, and the vessel was not put to her speed. The presence of leebergs on the coast was known, and a sharp lookout was kept, two men being posted on the jibboom end. One of these caught sight of the feeberg through the fog, and sounded the alarm. The signal was immediately given to reverse at full speed, and the engines were so reversed, but the ship was too near the leeberg to escape collision. The two lookouts had barely time to scramble back to the deck when the Flamingo struck. The boom and bowsprit were shivered, and all the deck fastenings and couplings were broken. The ship was going at the rate of about seven and a half miles an hour when the alarm was sounded. After the shock she rebounded shaking in every joint. There was no panie, the good discipline preventing that. An examination was atonic made, and it was found that, although considerably broken, the vessel was not in a dangerous condition. She was put about, and reached St. John's about an bour and a half later. About ten feet of the vessel's stem was carried away.

The leeberg which the Flamingo struck lifted 250 feet above the water, and was half a mile in length. At a later period of the year the lee would probably have been shattered, and the frigate would have been crushed under the falling mass. At this carly season, however, the icebergs along the Newfoundland coast are hard frozen, and present a wall almost as solid as rock. accident. She was bound for the west coast,

A Bottle from the Missing Atalanta. ROCEPORT, Mass., June 15 .- Capt. Edward MOCKPOIRT, MASS., JURY 10.—CADI. EGWARD Millett vesterday afternoon picked up a bottle floating in the water about a mile off this barbor, which contained a leaf from a memorandum book, on which was written with great apparent haste the following: "April 17, 1880, training ship Atalanta. We are sinking in longitude 27% lailtied 23%. Any person fluding this note will please advertise in the daily papers. J. L. Hutchings. Distress:"

Dying the Day Hefore he was to be Hanged. TOBONTO, June 15.—Robert Decourcier, who premeditatedly shot his brother at Lambton Mills, a village near Toronto, isstfail, for which crime he was to be hanged to morrow morning, died suddenly in his cell in iail to-day. The condemned man had accused his brother of betraying his sweetheart. It is suspected that he took prussic acid.

JUST BEFORE ADJOURNMENT

S MAT CONGRESS IS DOING DURING THE MAST HOURS OF THE SESSION. Little Confusion, and the Lobby Conspienous by its Absence. What has been Done in the Way of Appropriations. Gardeld's Arrival

WASHINGTON, June 15 .- The oldest habitué

of the Capitol would have failed to perceive this

supplemental estimates to the amount of 85or 123,425,750.50 in excess of the sum of the formal merey, making the total estimates 294,699,000,

PHILADELPHIA, June 15.—Wharton Barper of this city is to sint for Russia to-morrow,

and did not adjourn until 10 o'clock this morning,

And did not adjourn until 10 o'clock this morning,

And did not adjourn until 10 o'clock this morning,

And did not adjourn until 10 o'clock this morning,

And did not adjourn until 10 o'clock this morning,

And the solicitation of the Car, to develop the

great from all coal fields of Southern Russia,

bordering on the sea of Axof. Mr. Barker acted

as agent for the Russian Government two years

and while the season, and the season of the Russian Government two years

the receipt of a message from R. B. Hayes vote

the receipt of a message from R. B. Hayes vote

as expected. De Golyer Garfield, who first

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the city this morning. In the afternoon he went

before believe the built year of the Sea of Axof. The Barker person
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corporated in the bill veteed to-day, arrived in

the city this morning. In the afternoon he went

and Garfield advanced satisfactory reasons

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the city this morning. In the afternoon he went

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hour. Mr. Margan attempted to secure a vote

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totally devoid of interest, After the morning

hour. Mr. Margan attempted to secure a vote

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present bill unconstitutional. In speaking of the power of Congress to pass laws regulating the superintending of elections, he says: It must be conceded to be a most important power, and of a fundamental character. In the light of revent his tory, and of the violence, fraul, corruption, and irregu-larity which have frequently prevailed at such elections, it may easily be conceived that the exertion of the power, it coists, may be increasing to the stability of our form of government.

As to the relations between the States and the As to the relations between the States and the general Government he says:

The true interests of the people of this country require that both the national and state Governments shall the allowed, without realisms interference on state the savers which respectively belong to the resource all the nowers which respectively belong to the committee fair and practical construction of the Committee fair and practical construction of the Committee also the rights and the rights of the United States should be equally respected. Both are easemilar to the presentations and the perpetuity of our institutions. But in endeavorming to vinderate the one we should not allow our zeal to mainly ar impair the other.

making or impair, the other.

He then quotes at length from a Supreme Court decision as to the duty of marshals to keep the peace at the pells, which he says shows the wisdom of the existing law, and justifies him in his indisposition to see it changed.

PHILADELPHIA, June 15, -Charles T. Benner of Tideout, Pa., entered the United States Mint in this city to-day, and expressed his desire to deposit for course, to receive a negotiable certificate in return. If composed of pure metal, the base would be worth \$20,000 The man's manner excited suspicion, and an assay was made at once, resulting in the discovery that the bars were composed entirely of bronze, although Benner had exhibited pure god filings, which he said, had been borred from the bars of metal.

When apprised of the discovery, the man took the matter very coolly, saying that he had been decrived by the parties from whom he had purchased the metal, and, after asking where he could dispose of the bronze, he quitted the building.

Mr. John I. Osborn, for seven years an officer

Mr. John I. Osborn. for seven years an officer of the Custom House, resigned, yesterday, his position as Deputy Collector of the Third Division, to which he succeeded on the retirement of Mr. John R. Lydecker three years ago. Mr. Osborn was for many years a merchant in the China trade, as was his father before him. He was a semicionan of the did school, and was an exponent of John Jay's civil service reform policy. His resignation at this functure was a surprise to his many friends, as well as to Government efficials generally. Váriosa reasons were assigned for it, one being that he intended to enter mercantic life again.

English Faymers for Canada.

English Farmers for Canada,

TORONTO, Ont., June 15 .- A special cablegram rom London, Eng., to the Good says: "Sir Alexander Jail announces through the Aliana that the Department Gait amounces infough the Alians that the Department of Agriculture is sutthorized to make advances to a number of navies to pay their fares to Quebec and Manutoba on condition of their signific an agriculture of the signific an agriculture of the pay advances from wages earned while employed by the contractors: The Canadian Pacific Railroad. Eniployment will be provided for \$,000 laborers.

A new and dangerous counterfeit \$100 bill on the National Exchange Bank of Haltimore is in circula-tion. It purports to be one of the series of 1875, and is printed on excellent imitation. Government paper. The plate is one from which was printed the \$100 counterfeit on the Pittsburgh National Bank of Commerce. The Treasury Department advises the refusal of all \$100 bills on the Baltimore Bank until they have been examined by an expert.

The Victor Baby Food, Best substitute for mother's milk, 25c. All druggists. THE MURDER OF PORTER.

Maurice Barrymore Testifying at the Tria of Currie.

GALVESTON, Tex., June 15 .- A special to the News from Marshall, Tex., dated yesterday, says: "The jury in the Currie trial was filled out at 3 o'clock. The State witness, Nat A. Harvey, keeper of the saloon where the killing occurred, testified that Currie had been drinking and took a drink just before the difficulty. The afternoon any of the scenes which customan, indicate the adjournment of the seasion of Congress. Although the Speaker's gavel will guff like that." Barrymore said they wanted no trouble, as they had a lady with them. Curnot then a start of the seasion of Congress. Congress. Although the Speakers gave, the fall for the last time, until next winter, to-morrow at noon, the business of the House was row at noon, the business of the House was row at noon, the business of the House was took a drink and asked witness it he knew Miss took a drink and asked witness it he knew Miss witness replied no. Currie row at noon, the business of the House was transacted with as much leisure as though the session had just begun. The crowd of lobby-session had just begun ists and claimants who perambulate the cor-ridors of the Capitol in the closing hours of the then shot at Barrymore, then at Porter, then at session, buttonholing members and driving Barrymore. The latter had pulled off his coat, the doorkeepers to distraction with their intending to resent the insult to the lady. The

ist and claimants who perambulate the corridors of the Capitol in the design, hours of the session, buttonholing members and driving the doorkscheers to distraction with their messages and cards, were missing to day. It may be that the rain, which fell almost incessanity, kept them sawy, or experience has taught them that Congressmen, on the eve of a Presidential campaign, are not complaieant. At all events, the lobby was at a discount, and a great majority of the visitors to the Capitol came to pay their respects to departing friends or to hold a final partings and handshakings were quite numerous to-day. A majority of the Democrate part to meet again in Cheinard, while the members do but having while the present controlled the conference committees on the reports of the conference committees on the report of the reports of the report of the reports of the reports of the report of the rep

desired to make a speech, which would occurs, as Mr. Walliace said, two days in delivery. Of course that put an end to the Malt bill for this season. The conference reports on the Appropriation bills were adopted. An attempt to take up the bill to pay the claim of Ben Heliadiny falled, the origination bills were adopted. An attempt to take up the bill to pay the claim of Ben Heliadiny falled, the origination bills were adopted. An attempt to take up the bill to pay the claim of Ben Heliadiny falled, the originates of the bill making dilatory metions. Several private bills were passed and the Senate adjourned until to-morrow at 9 A. M.

THE DEPUTY MARSHALS BILL.

R. B. Hayes's Reasons for Interfering by Veto with the Will of the Majority.

Washington, June 15.—Mr. Hayes to-day sent to the Senate a message vetoing the bill regulating the pay of special deputy marshals. He quotes all the laws now existing relating to elections and the supervision thereof, and maintains that they are sufficient, and the present bill unconstitutional. In speaking of

Pierola's Decree Against Prado.

PANAMA, June 7.- The Lama correspondent of the Sur and Herald, writing under date of May 23 says that Pierola has issued several decrees, the third o that Pierola has issued several decrees, the third o which, "in view of the ignominious conduct of Gen. Prade during the campairn against Chili, and his shareful desertion and flight, decrives him of the rights of clipsen of Peru, and condemns him to putthe mittary degradation as soon as tean he done. The fourth decree degrades the officers who were in futinge at the time the Chilians landed there, because the time the Chilians landed there, because instead of retiring to the interior and joining the Peruvian army there, they accepted passports from the foreign Consuls and combarked as persons who had not borne arms in the war. The fifth decree branks (Oss. Manuel Velsred, Manuel A. Pjado, and Manuel E. M. Ortic as cowards at the battle of San Francisco, degrades them from the army, and deprives them of all pensions and rights which they formerly enjoyed,"

Sick After Enting Smoked Sturgeon.

Giles Wanamaker, his wife and child and Mrs Woodal, all of 400 West Porty-seventh street, were seized with severe illness on Friday, after eating freely seized with severe illness on Friday, after eating freely of smoked stirgeon. They were out of danger yesterday, but very weak. Mrs. Woodall says that sice noticed that the fish was houseally seft and white sice control and dark on the outer edge, but it had no nonsensal that the fish may probably diseased before it was caught. The Health Board began an investigation yesterday. C. W. Krone, sroser, Gel Ninth avenue, of whom the sturceon was bought, said he purchased in of Otto Bartel of 197 Brechard street, who had supplied him for years. Mr. Krone added that he had bever before had any complaint from his customers.

Chill's Terms of Peace.

PANAMA, June 7 .- A correspondent in Chili Panama. June 7.—A correspondent in Chili states that the terms of peace which that Government is disposed to offer to the allies are rather severe. Bolivia is required to resign all right to the territory of Atacama as far as the Loa. which is hereafter to the the dividing line between Peru and Chili Belivia's dominion on the coast will cease forever. Feru's alare of the penalty for making war on Chili spiaced at the not insignificant sum of \$2.00,000,000, and as a pledge for the nayment of the same and until such is effected, Chili will retain the district of Tarapaca.

Colored Men Bemanding Place.

The colored Republican General Committee ast night sent a communication to the Republican Gen-last night sent a communication to the Republican Gen-eral Committee of Kings County approving of the nomi-nations at Chicago, but saying that, unless a share of patroning was accorded to them by the Republicans, they would reserve the right to act as they thought best on local nominations. Albert Deggett said they would have neither black nor white strikers, and on his motion the communication was returned to the senders.

PRICE TWO CENTS.

MRS. LEWIS FREE AGAIN.

THE PRETENDED WIDOW OF THE HO-BOKEN MILLIONAIRE RELEASED. Nolle Presequi Entered because of her Con-

fessions in Regard to the Other Complesators Hurried Out of the State Forthwith TRENTON, N. J., June 15 .- In the United States District Court this morning a nolle pros-equi was entered in the case of Mrs. Jane H. Lowis, who so long, and for a time successfully, personated the widow of Joseph L. Lewis, the millionaire of Hoboken, whose estate was left to the Government of the United States to be applied in payment of the national debt. Mrs. Lewis pleaded guilty to the charge of conspir-acy upon which she was indicted with Dr. Park. Marcus T. Sacia, and others. This plea was taken on condition that she would testify for the Government, which she did with such effect that her accomplices in crime are now serving two-year terms in the State Prison. District Attorney Keasbey has from the first favored the idea of giving the pretended widow complete immunity, and she would have been discharged long ago but for the fact that Prosecutor Medili of Jersey City had got the Hudson County Grand Jury to indict her for the perjury with which she sought to bolster up her attempt to get a share of the million in the trial of the will case in Jersey City. Attorney-General Stockton freely expressed the opinion that this indictment was a vicilation of the piedge of immunity, made by implication in accepting her testimony, but it is said that the Hudson County authorities have been on the watch to arrest Mrs. Lewis as soon as she should be liberated. They were folled, however. Mrs. Lewis's friends managed to get her out of the State by taking her in a carlage across to Pennsylvania as soon as she was liberated to-day, and it is said that she will sail at once for Europe.

Prosecutor McGill had made arrangements

Prosecutor McGill had made arrangements to prevent Mrs. Lewis from excaping from the State, and he was very much surprised last night when a reporter for Tue Sun informed him of her liberation. He said that he had not decided as to the course he would pursue under such circumstances, and he could not say anything further about the case until he had consulted with the Attorney-General.

RARE FOLIAGE AND BLOOM.

The Next Show of the New York Hortfeulin-

The summer exhibition of the New York Horticultural Society, which will begin to-day in the Metropolitan Concert Hall, Broadway and Forty-first street, promises to be the finest display, by far, that the society has ever given. Extraordinary endeavors have been making by the leading members of the society for several months past to make on this occasion such an exhibit as will definitely settle the question of supremacy between our metropolitan plant and flower growers and those of Boston and Philadelphia. The reports privately received by the secretary of the so-ciety, and the indications afforded by the engagement of space, all go to encourage confiience that the most sanguine expectations formed concerning this summer show will be realized. For two days past the secretary has

There will be a very lively competition among the metropolitan florisis in the fanciful uses of flowers, hand bouquets, table pieces, floral designs, &c., and some novel, charming and original conceptions are promised by Egirch & Wilson, Haufft Brothers, and others of the leading dealers in cut flowers. Fruits will occupy a more prominent place in the exhibition than they have heretofore done, and a lot of strawberries are promised which shall be each three queens in weight set four a proper in the strawberries. three ounces in weight and four inches in cir-

The Utah Democracy Against Polygamy. The Utah Democracy Against Polygamy.

Salt Lake, June 15.—The Territorial Domocratic Committee have adopted a resolution declaring "that it is the solemn duty of the Government to provide a suitable law for suppressing the practice of polygamy in the Territories, and proper officers to enforce syamy in the Territories, and proper officers to enforce that this gigantic evil, which has so long flourished in apile of the zeal of Republican conventions and the apile of the zeal of Republican conventions and the analty of Republican Administrations, shall recommend the territories of the same than the

A Vermont Bank President Missing.

BRATTLEBORO, Vt., June 15 .- The First Na-DiffATTLEBORO, VI., June 15.—The First National Bank of Brattleboro, one of the oldest institutions in the country, is reported insolvent. A meeting of the directors was held this aftermon, and an investigation will follow. A suit for \$500,000 and office has been brought in the name of the bank and the suit of the su

The Irish Question in Parliament.

London, June 15.—In the House of Commons to-day the Right Hon. William E Forster, Chief Secre-tary for Ireland, said that the Government cannot assens to the second reading of Mr. O'Conor Powers still for ex-tending the right to claim components on the first to tend to tend to vicin for non-payment of real, but that he will propose a clause in the Relief of Distress till en-larking the powers of local boards for awarding compen-sation to occupiers of land, and that Mr. Gladstone would move for a commission of inquiry into the Land act of 1870.

Deciding for Bradiaugh.

LONDON, June 15 .- The Daily News says: "We understand that the select committee of the House of Commons has practically decided against requiring Mr. Charles Bradiaugh to take the Parliamentary oath, but the majority are in favor of his being allowed to make affirmation, subject to inability to such action for the recovery of penalities for iligally voting and atting as may be trought against him in the courts of law." The Signal Office Prediction.

For the Middle Atlantic States, rising barom-ter and temperature, easterly, backing to northerly states, partly cloudy or cloudy weather. For New England, stationary or rising barometer and emperature, variable winds, and partly cloudy weather.

THIS MORNING'S LATEST NEWS,

THIS MORNING'S LATEST NEWS,
last might sent a communication to the Republican General Committee of Kings County approving of the nominations at Chicago, but saying that, unless a shared patronage was accorded to them by the Republican General Committee of Kings County approving of the nominations at Chicago, but saying that, unless a shared patronage was accorded to them by the Republicant they would reserve the right to act as they thought best on local nominations. Albert Degrett said they would have neither black nor white strikers, and on his motion the communication was returned to the senders.

Garfield in Washington.

Washington, June 15,—Gen. Garfield arrived here to-day. A serenade, with the attending formalities of a reception, was alamed for him, but it was postponed until technorrow night on account of the corning diplane in the lightest of Notice Fame the Levis, of quebec, the title of Chamberian to his Hollings.

Here will retire to his farm in 10 this and sweat the result of the election. He visited John Sherman and K. B. Hays to-day.

American Riffemen in Ireland.

DUBLIN, June 15.—The American rifformen afrived here to-day, accompanied by Major Leech and other members of the Dublin Reception Committee. A considerable number of persons had assembled it has alsalon, including Mr. Barrows, the American Committee, a considerable number of the Dublin Reception Committee. A considerable number of persons had assembled it has alsalon, including Mr. Barrows, the American Committee. A considerable number of persons had assembled it has alsalon, including Mr. Barrows, the American transfer of 200, 5ct, and 600 yards respectively.

The London Sperman is informed by the Secretary of the tenton of single properties of the Tonnah Pressystems. Church in Philadelphia, died yesterday morning at list into years the paster of the Tonnah Pressystems. Church in Philadelphia, died yesterday morning at list into years the paster of the Tonnah Pressystems. Church in Philadelphia, died yesterday in considerable in the